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INTERVIEW OF AL LAFRENIER BY DOUG HANSFIELD, LAW CLERK
CITY ATTORNEY'S OFFICE, CITY OF PORTSMOUTH, NH

Doug: I'm Doug Hansfield of the City Attorney's Office.
Would you state your name?

Al LaFrenier: Alphonse LaFrenier.

Doug: What was the period of employment when you were at
Public Works?

Al LaFrenier: I worked there in 1974.

Doug: When did you retire approximately?

Al LaFrenier: I retired from the yard in 1977 but they took me out
of the landfill. I worked there about a year. I don't recall the exact
date, but I believe it was in 1975 that they took me out of the
landfill.

Doug: What was your job down at the Coakley Landfill site?

Al LaFrenier: Well, my job was to primarily weigh all necessary
material. We had a scale for automobiles, but we also weighed all the trucks and made sure they had proper
weight to get into the property.

Doug: Would you describe the process that you went through
when you saw a truck coming up the road what would you do?

Al LaFrenier: Well, when a truck came up the road, he would have to
stop before he entered the scales. He'd stop and get on the scales -
the scales were right where the big window looking right out the
trailer - then you had a piece of paper, it was a slip, the weight slip,
you shoved that into the scales with the date on it, the whole nine
yards, and then you just pressed the button and it weighed it and then
what you did was deduct the weight of the truck from the tare weight or
whatever it is, I think it was the tare weight, you deducted that and
you got your total weight of the rubbish there was.

Doug: How would you figure out the tare weight?

Al LaFrenier: You'd do it on a little adding machine that we had
down there.

Doug: Did you weigh a vehicle every time it came through or
did you have a booklet that...

Al LaFrenier: Oh no, we had this right here. This is what we
referred to. You see, this is the writing after I left, this here is
not mine.

-2-

Doug: Okay, but you were saying earlier that you started that booklet, you recognize the handwriting in that booklet as yours?

Al LaFrenier: A lot of it is mine, but I think what happened, why a lot of it is mine is that I recopied it because it was getting fragile.

Doug: Can you describe what that book was used for again.

Al LaFrenier: This book was used to record truck registrations and to record sticker numbers so that actually if the guy came through and his number was like this, this 72, these are some of the earlier numbers. The weight on that truck was 6860 and then you'd identify the vehicle, where they were from and then if you didn't feel they were eligible to dump you'd just turn them around and tell them they'd have to go somewhere else.

Doug: When you see an individual company identified in there did that mean that their permit was issued at the scale house? Is that why...

Al LaFrenier: No.

Doug: You notice in there sometimes that there's a name down there.

Al LaFrenier: There's a name, but there's not that many.

Doug: I was under the impression that sometimes they were issued at Public Works and sometimes at the scale house.

Al LaFrenier: They were.

Doug: If they were issued at the scale house was the name written down here?

Al LaFrenier: Sometimes I'd copy it down here. See this one here had a name on it, Nickerson.

Doug: Okay. So in the left hand column this is the permit number and that's the tare weight.

Al LaFrenier: Right.

Doug: And that tare weight was used - you subtracted that from the total weight to get the net weight.

Al LaFrenier: Right.

Doug: What would you do about a car or truck that came down with no sticker on it.

-3-

Al LaFrenier: Well, normally, on the cars we checked the registration. We never issued, well we issued quite a lot of permits to automobiles. But automobiles weren't allowed down in the fill. They had a truck sitting right up next to the scale house. Sometimes a guy would come down and he wouldn't have a sticker so we'd check his ID, check his registration and then what we'd do is if he was ok we'd let him go over and dump it in the truck. If he wasn't ok, we'd just send him out and tell him to go where he should go.

Doug: How about if a car came along or a pickup truck with a trailer that you didn't think was heavy enough to tip the scales. What did you do then?

Al LaFrenier: We just let him go in. We would let trailers go down into the fill, but we wouldn't let individual cars.

Doug: How did you identify...if you had a permit number and you wanted to know who owned that permit number, how did you go about doing that? Did you have a book that correlated the owner to the permit number?

Al LaFrenier: No. No, the only way we could correlate them was through the registration of the vehicle. But if we didn't recognize them we would go out and ask for their registration even though they had a sticker.

Doug: Once a permit had been issued, and weeks later a car comes back with a sticker on the window say \$259 for example, then you want to say, hm, I wonder who owns that permit number, is there any book, or was there any book in which you could look up the permit number and find out who owned that?

Al LaFrenier: To my knowledge, there never was anything like that kept.

Doug: There wasn't?

Al LaFrenier: No. All there was was the sticker number.

Doug: So when you issued the permit you didn't write down who you issued it to?

Al LaFrenier: No.

Doug: Do you know at the Public Works Office - where they issued permits, did they write down the name of the person they issued it to?

Al LaFrenier: I don't they did either. I think they just did the same thing we did. They just checked an ID - in other words, they just checked the car or truck registration and gave them the permit.

Doug: When you retired from Public Works was everything left in the scale house, ~~everything~~, etc.

Al LaFrenier: When I left there everything was right there just as I left it. But what they did when they closed the landfill, what they did with all that stuff that was in the trailer, I don't know. Of course, I don't know if some of that equipment probably belonged to Coakley.

Doug: You issued the permits down at the scale house when you were there. Do you know who issued them at Public Works?

Al LaFrenier: Beverly, as a rule, or Peter Osborn.

Doug: In regard to the weight slips, when say a week went by or two weeks went by, and you had a bunch of weight slips, who took them up to Public Works?

Al LaFrenier: I did.

Doug: You did. Who'd you give them to?

Al LaFrenier: I gave them to Beverly McCarthy.

Doug: Oh. This is in regard to another employee. I've been trying to track down. Do you know a Dan Wilson?

Al LaFrenier: Dave. His name is Dave. I think Dave is deceased.

Doug: Maybe I'm thinking of another person. He was a young guy - mid-twenties, maybe, he only worked there for a year and a half - he might have worked after you left.

Al LaFrenier: Oh! I think I know who your talking about.

Doug: From what I hear I think he's working for some cleaning business in the area, I'm not sure which.

Al LaFrenier: I know who you're talking about. He used to live up in Gosling Meadows. But I don't know where he finally lives anymore.

Doug: What were some of your other jobs at Public Works?

Al LaFrenier: Well, I was a laborer, mostly. Hot topping, stuff like that.

Doug: You said earlier that you picked up refuse sometimes.

Al LaFrenier: Yes. We used to have to take turns on the back of the packers. You didn't have it all the time. Now they have crews that stay on the packers all the time. They don't alternate. Not unless someone gets through and transfers to another job.

Doug: I see. I guess that's all I wanted to ask you right now. Thank you.

Al LaFrenier: Now that Dan Wilson. I thought you were talking about Dave Wilson.